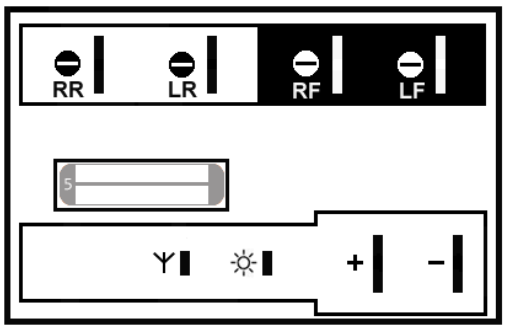
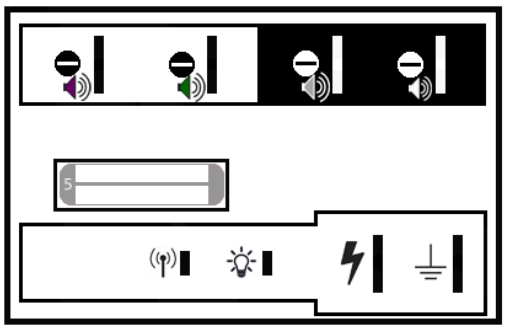
Volkswagen Cabriolet DIY Guide
Radio Wiring

Connection Diagrams

Heidelberg III, IV, V

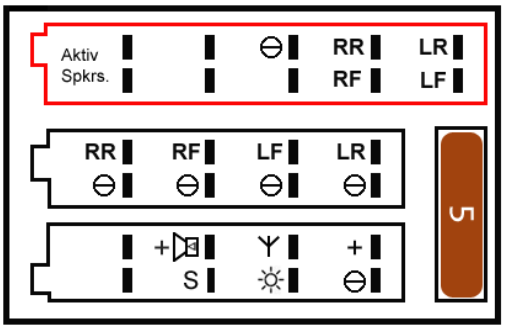


Original Symbols



Modern Symbols

Heidelberg VI, VIII



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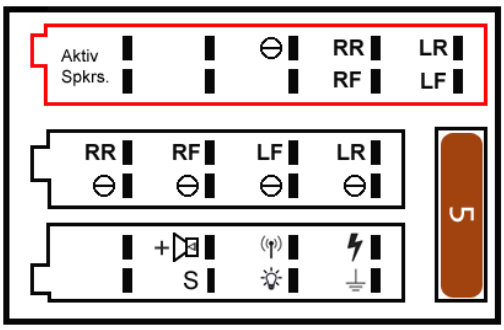
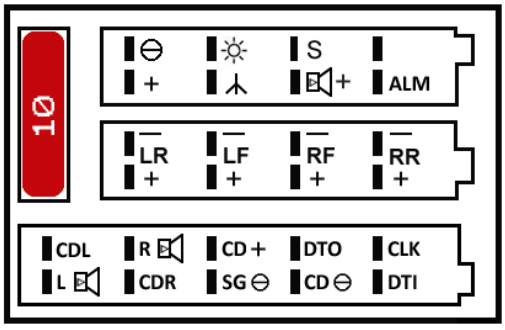


Modern Symbols

(Note: These radios are Aktiv-ready; whether or not your audio system uses Aktiv depends on your specific Cabriolet).

Premium Audio



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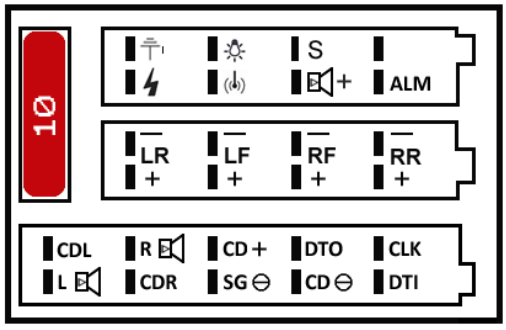

Modern Symbols

Wiring: Heidelberg III, IV, V (up to 1989)

Standard Wire Color	Function	Heidelberg Wire Color
Red +	Power (switched)	see instructions
Yellow +	Power (constant)	Red +
Black –	Ground	Brown –
Orange + *See note below*	Illumination	Gray/Blue +
Blue +	Power Antenna	White +
Violet + Violet/Black –	Right Rear	Red + Brown –
Gray + Gray/Black –	Right Front	Red (or Brown/Red) + Brown –
Green + Green/Black –	Left Rear	Blue + Brown –
White + White/Black –	Left Front	Blue (or Brown/Green) + Brown –

NOTE: Do **NOT** connect the orange radio wire to the car's gray/blue wire; you can burn the headlight switch and/or dash wiring up if you do! The orange wire is for the auto-dim feature of the radio; if you wish to have this function, you'll need to splice it into the white/black headlight wire from pin 56 on the headlight switch.

Wiring: Heidelberg VI, VIII ~ without Aktiv (1990-1993)

Standard Wire Color	Function	Heidelberg Wire Color
Red +	Power (switched)	see instructions
Yellow +	Power (constant)	Red +
Black –	Ground	Brown –
Orange + *See note below*	Illumination	Gray/Blue +
Blue +	Power Antenna	White +
Violet + Violet/Black –	Right Rear	Red/Green + Brown/Black –
Gray + Gray/Black –	Right Front	Red + Brown/White –
Green + Green/Black –	Left Rear	Blue/Green + Brown/Red –
White + White/Black –	Left Front	Blue + Brown/Blue –
	Speed Sensor	White/Yellow
	Attentuator	White/Blue

Power antenna, speed sensor & attenuator options may not be installed in your car.

NOTE: Do **NOT** connect the orange radio wire to the car's gray/blue wire; you can burn the headlight switch and/or dash wiring up if you do! The orange wire is for the auto-dim feature of the radio; if you wish to have this function, you'll need to splice it into the white/black headlight wire from pin 56 on the headlight switch.

Wiring: Heidelberg VIII ~ with Aktiv (1991-1993)

Standard Wire Color	Function	Heidelberg Wire Color
Red +	Power (switched)	Brown/Red +
Yellow +	Power (constant)	Red +
Black –	Ground	Brown –
Orange + *See note below*	Illumination	Gray/Blue +
Blue +	Power Antenna	White +
Violet + / Violet/Black –	Right Rear	Red/Green + / Brown/Black –
Gray + / Gray/Black –	Right Front	Red + / Brown/White –
Green + / Green/Black –	Left Rear	Blue/Green + / Brown/Red –
White + / White/Black –	Left Front	Blue + / Brown/Blue –
	Right (Aktiv)	Blue/Red / Blue / Red/Black
	Left (Aktiv)	Blue/Brown / Green / Red/Black
	Speed Sensor	White/Yellow
	Attentuator	White/Blue

The above wires are those at the head unit. The Aktiv system uses two amplified speakers in the front doors, which then supply power to the small front tweeters and rear mid-range speakers. The wires between the amplified speakers and other 4 speakers are not shown; please refer to Volkswagen wiring diagrams.

NOTE: Do **NOT** connect the orange radio wire to the car's gray/blue wire; you can burn the headlight switch and/or dash wiring up if you do! The orange wire is for the auto-dim feature of the radio; if you wish to have this function, you'll need to splice it into the white/black headlight wire from pin 56 on the headlight switch.

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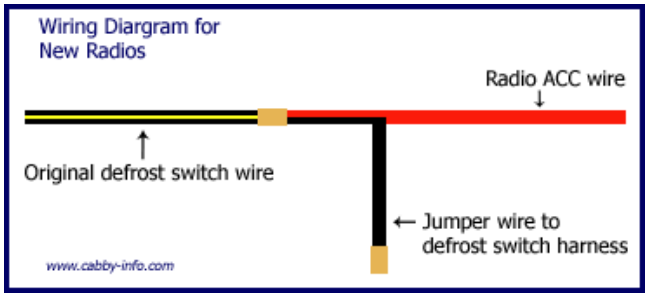
Installing a New Aftermarket Radio/Head Unit

ACC Wire

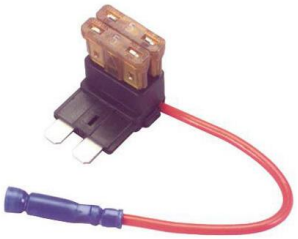
Modern head units have two power wires: battery power (memory) and switched power. The latter is normally wired into the ACC position of the ignition system. Cabriolet ignition systems do not have an ACC position. There are four methods of connecting the red ACC switched power wire:

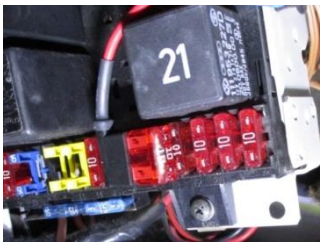
1. Tap into the black/yellow rear window defroster switch wire since it is the most readily accessible switched power wire (defroster switch does not need to be switched on to power the head unit). If you'd rather not cut/splice into the wire:
   - Disconnect battery and carefully pull/push the black/yellow wire disconnect out of the defrost switch harness. You'll need a small screwdriver, like that in eyeglass repair kits, to push in the disconnect's locking tab in order to pull the wire out.
   - Cut a short section of new wire and splice it into the radio's red ACC wire with a female disconnect.
   - Add a male disconnect to the other end of the new jumper wire.
   - Connect the two spliced wires to the original defrost switch wire.
   - Push the new jumper wire disconnect into the defrost switch harness connector.



1983-1993:

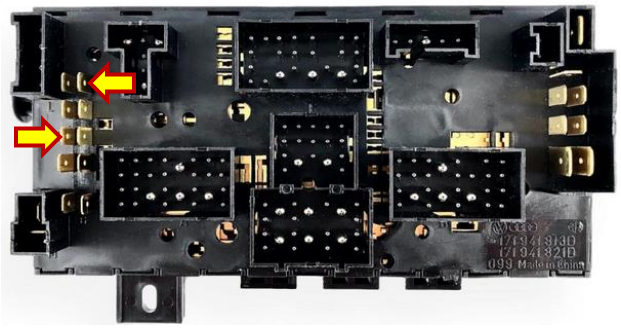
2. Another, unobtrusive method is to tap into the fuse panel's slot #17. For this, you will need to purchase an add/tap-a-circuit at your local auto parts store (shown at right), and 10A fuses and wire if you don't already have them. Crimp your new extension wire to the add-a-circuit wire and carefully run this wire up through the dash to the radio's red wire. Connect your wire to the radio's red wire via your preferred method (solder/heat shrink, disconnects, butt connector). 1983-1989: Install two 10A fuses and insert add-a-circuit into empty slot #17 (show at right). 1990-1993: Install new 10A fuse into appropriate slot on add-a-circuit, remove existing 10A fuse from slot #17 and install it into appropriate slot on add-a-circuit, and insert add-a-circuit into slot #17.





1983-1993:

3. If unused, G2 or G5 on the back side of the relay panel can used. Crimp an insulated female disconnect to the radio's ACC wire. Drop the relay panel down and connect this disconnect to G2 or G5. This is a fused circuit, via fuse 18. If your radio is amplified, you may need to install a higher amperage fuse in slot 18 (please consult the radio's instructions, or a qualified audio professional).



Note: Wiring the head unit with the above three methods in Cabriolets up through the 1990 model year results in the key needing to be in the battery-on position in order to power on the head unit while the engine is off. If you prefer to have the radio powered on when the key is inserted into the ignition switch, you'll need to tap the red ACC wire into the "door open buzzer" (or Su) circuit:

4. Run an extension wire off the red ACC wire and tap/splice it into the brown/red wire from the **Su** terminal on the ignition switch (this wire runs to pin K5 on the back of the relay panel).

Cabriolet Heidelberg units from 1991 to 1993 allegedly come with the aforementioned brown/red **Su** wire already installed. Owners of these cars will simply connect the red ACC wire to this brown/red wire. (If not, follow instructions above.)

Aktiv System (1991-1993)

If your car still has the Aktiv system installed, this creates additional work for you or your installer. If you desire to have a new head unit, it is recommended that you install new front 5-1/4" speakers and new wiring, thus removing the outdated Akitv system.

If you wish to keep the Heidelberg head unit, but desire to replace the speakers (or are having issues with the Aktiv system), you or your installer will need to do some rewiring. There are no direct-replacement amplified bass speakers on the market today. This means that the Aktiv system is defunct and you'll only use the normal speaker connections, just below the Akitv connections.